

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

Don't Forget
TO ORDER THE
'OVERLAND
CHINA MAIL'
BEFORE GOING HOME.

No. 13,770.

號八十月五年七零百九千一英

HONGKONG, TUESDAY, MAY 28, 1907.

日七十月四年未丁

PRICE, \$8.00 Per Month.

Intimations.

THORNE'S
OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN \$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907.



FOR TWO NIGHTS ONLY

**THE BANDMANN
COMEDY COMPANY.**

22 LONDON ARTISTS 22

will present the two following London
Successes for the first time
in Hongkong.

THURSDAY, MAY 30th.

'Mrs Goring's Necklace.'

FRIDAY, MAY 31st.

'The Idler.'

PRICES OF ADMISSION...\$3, \$2, \$1.

Plan now Open at MOUTRIE & CO.

Doors open at 8.30. Commence at 9 p.m.
Hongkong, May 20, 1907.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 26, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HUNAN, 2,333 tons, Captain H. D. Jones.
s.s. TOWAN, 2,333 tons, Captain W. A. Valcutt.
s.s. FATSHAN, 2,333 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain B. Druch.
s.s. KUNSHAN, 1,985 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. TOWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.50 p.m.

Three Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

DEPARTMENT OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SU-AN, 1,651 tons, Captain E. H. Grainger, at Dock.
s.s. SU-TAI, 1,651 tons, Captain C. F. Morrison.
Departures from Hongkong to Macao on week days, at 7.30 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.
The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from
Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE IPO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain J. Wilcox.
s.s. NANNING, 688 tons, Captain A. McKinnon (at Dock).
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at about 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HUTCHINSON, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Business Notices.

THE PERFECT LUBRICANT.
Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE PARK, EDINBURGH.

Sole Local Agents...

BRADLEY & CO., 4, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT

NEW STOCK OF

SUMMER COSTUMES

MUSLIN, LINEN, VOILE, etc.

Latest Styles in

TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

BELTS and SUNSHADES.

LANE, CRAWFORD & CO.

Hongkong, May 4, 1907.

2040

DUTCH CIGARS

in Boxes of 50.

MOST ENJOYABLE SMOKES FOR DAMP SEASON.

MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture.

Warden Smoking Mixture. Imperial Cigarettes.

VICTORIA DISPENSARY.

1751

MEE CHEUNG.

ART PHOTOGRAPHER.

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF

H.E. SIR MATTHEW NATHAN'S FAREWELL.

(COPYRIGHT)

AMATEUR DEPARTMENT.

Hongkong, April 2, 1907.

1751

KELLY & WALSH, LTD.

R. P. A. REPRINTS,

35 cents each or 3 for \$1.00.

Huxley's Lectures and Essays.

Clodd's The Frontiers of Evolution.

Leaving's Modern Science and Modern

Thought.

Haeckel's The Riddle of the Universe.

Cottier Morrison's The Service of Man.

Mill On Liberty.

Clodd's Story of Creation.

Reagan's Life of Jesus.

Hudson's Introduction to Philosophy of

Herbert Spencer.

Mill's Three Essays on Religion.

Haeckel's The Wonders of Life.

Clodd's Jesus of Nazareth.

Haeckel's Evolution of Man, 2 Vols.

Arnold's God and the Bible.

Leaving's Problems of the Future.

Reagan's The Apostles.

McClube's Haeckel's Criticism Answered.

Lowes' Science and Speculation.

Wilson's New Light on Old Problems.

Salter's Ethical Religion.

COLONIAL LIBRARY,

\$1.50 each.

Tales from the Great City. Closed Doors.

Willecks' A Wingless Victory.

Fogazzaro's The Man of the World.

Dolf Wylland's As Ye Have Sown.

Maxwell's The Guarded Flame.

Reagan's Maid Mary.

Conan Doyle's Sir Nigel.

Hocking's A Strong Man's Vow.

Victoria Cross's Life's Shop Window.

Reagan's Maid Mary.

Cobb's The Amateur Emigrants.

Fergus Hume's The Yellow Hunchback.

Dr Emil Reich's Success in Life.

Mead's The Home of Sweet Content.

Marshall's Exton Manor.

Wagner's Wayside Talks.

Frances Orpington's The Scarlet Pimpernel.

Lot's Smoke in the Flame.

Florence Wardon's The Man with the

Amber Eyes.

Farrer's Sundered Streams.

Crookett's Little Esson.

PATELL & CO.,

SHAMEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

SEE WOO

TAILOR, DRAPER AND

OUTFITTER

HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL,

Hongkong, January 26, 1907.

118

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

99

JUST LANDED.

SPARKLING DEVONSHIRE

CHAMPAGNE CIDER.

FOR RACINESS AND SALUBRITY REFERRED TO

CHAMPAGNE

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

150

EVERY JUDGE OF WHISKY WILL CONFIRM THIS.

Price **\$13** PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

LANE, CRAWFORD & CO.

JOHN CLARK, Pa. D.F.C.S., F.I.C.,

Public Analyst for the City of Glasgow,

and the Counties of Lanark and Renfrew, &c.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
GARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN ORAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
84, QUEEN'S ROAD CENTRAL.

AGENCIES:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GARDNER & Co.
MANILA: Messrs. MACDONALD & Co.
SOLE PROPRIETORS OF Takasima,
Ochi, Shimura, Namazawa and Kanai
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
T. MATSUOKI, Manager, Hongkong,
No. 2, PEDDER STREET.
Hongkong, April 26, 1906.

OTHER BRANCHES:
London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore,
Batavia, Sourabaya, Manila, Canton, Swatow, Amoy, Foochow, Taikang,
Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Tairen, Antung, Seoul,
Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Maizuru, Meji,
Wakatsuki, Karatsu, Nagasaki, Kuchingotsu, Sasabe, Mikie, Hakodate, Sapporo,
Tateyama, Tainan, etc., etc.
TELEGRAPHIC ADDRESS: "MITSUI" (A.B.C. and A1 CODES).
CONTRACTORS OF COAL to the Imperial Japanese Navy, Mint and Arsenal,
the State Railways, Principal Railway Companies, Industrial Works, and Home
and Foreign Mail and Freight Steamships.
SOLE PROPRIETORS of the Famous Mitsui, Togo, Yamano, and Ida Coal Mines,
and SOLE AGENTS for Fujinuma, Hukoku, Hondo, Kanada, Mameda, Ohtsuji,
Ohmura, Sasahara, Teshikuro, Yoshio, Yunkobara, and other Coals.
IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper,
Silver, Tin, Lead, and other Metals, Railway Materials, Acids, Camphor, Flour,
Cereals, Manure, Rice, Opium, Isinglass, Mushrooms, Sugar, Wax, Vermicelli,
Sulphur, Hemp, Bone, Cement, Cigarettes, Matches, Paper, Hides, Leather, Belts,
Teak, and other Timber, etc.
Hongkong, April 11, 1907.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.
Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.
BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Aguiar Street.
Hongkong, February 16, 1907.

TAKE
HOLLOWAY'S
PILLS
For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.
THEY ARE INVALUABLE
FOR THE USE OF FEMALES.

THERE IS NO DOUBT
THAT
where Eno's 'Fruit Salt' has been taken in the earliest stages
of a disease it has innumerable instances prevented a serious
illness. The effect of
ENO'S 'FRUIT SALT'
upon any disorder, especially, or feverish condition is simply
marvellous and unsurpassed. In fact it
IS
NATURE'S OWN REMEDY
CAUTION—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.
Beware of cheap imitations. The correct form is that of a capsule.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.W.
Eng. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

BRETEL FRÈRES' BUTTER — THE BEST IN THE WORLD
To be had in all respectable wholesale and retail provision Import Houses.

Intimations.

MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKYO.

CABLE ADDRESS: "IWASAKI."
Which calls for a cable to be sent to the
A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20, A21, A22, A23, A24, A25, A26, A27, A28, A29, A30, A31, A32, A33, A34, A35, A36, A37, A38, A39, A40, A41, A42, A43, A44, A45, A46, A47, A48, A49, A50, A51, A52, A53, A54, A55, A56, A57, A58, A59, A60, A61, A62, A63, A64, A65, A66, A67, A68, A69, A70, A71, A72, A73, A74, A75, A76, A77, A78, A79, A80, A81, A82, A83, A84, A85, A86, A87, A88, A89, A90, A91, A92, A93, A94, A95, A96, A97, A98, A99, A100, A101, A102, A103, A104, A105, A106, A107, A108, A109, A110, A111, A112, A113, A114, A115, A116, A117, A118, A119, A120, A121, A122, A123, A124, A125, A126, A127, A128, A129, A130, A131, A132, A133, A134, A135, A136, A137, A138, A139, A140, A141, A142, A143, A144, A145, A146, A147, A148, A149, A150, A151, A152, A153, A154, A155, A156, A157, A158, A159, A160, A161, A162, A163, A164, A165, A166, A167, A168, A169, A170, A171, A172, A173, A174, A175, A176, A177, A178, A179, A180, A181, A182, A183, A184, A185, A186, A187, A188, A189, A190, A191, A192, A193, A194, A195, A196, A197, A198, A199, A200, A201, A202, A203, A204, A205, A206, A207, A208, A209, A210, A211, A212, A213, A214, A215, A216, A217, A218, A219, A220, A221, A222, A223, A224, A225, A226, A227, A228, A229, A230, A231, A232, A233, A234, A235, A236, A237, A238, A239, A240, A241, A242, A243, A244, A245, A246, A247, A248, A249, A250, A251, A252, A253, A254, A255, A256, A257, A258, A259, A260, A261, A262, A263, A264, A265, A266, A267, A268, A269, A270, A271, A272, A273, A274, A275, A276, A277, A278, A279, A280, A281, A282, A283, A284, A285, A286, A287, A288, A289, A290, A291, A292, A293, A294, A295, A296, A297, A298, A299, A300, A301, A302, A303, A304, A305, A306, A307, A308, A309, A310, A311, A312, A313, A314, A315, A316, A317, A318, A319, A320, A321, A322, A323, A324, A325, A326, A327, A328, A329, A330, A331, A332, A333, A334, A335, A336, A337, A338, A339, A340, A341, A342, A343, A344, A345, A346, A347, A348, A349, A350, A351, A352, A353, A354, A355, A356, A357, A358, A359, A360, A361, A362, A363, A364, A365, A366, A367, A368, A369, A370, A371, A372, A373, A374, A375, A376, A377, A378, A379, A380, A381, A382, A383, A384, A385, A386, A387, A388, A389, A390, A391, A392, A393, A394, A395, A396, A397, A398, A399, A400, A401, A402, A403, A404, A405, A406, A407, A408, A409, A410, A411, A412, A413, A414, A415, A416, A417, A418, A419, A420, A421, A422, A423, A424, A425, A426, A427, A428, A429, A430, A431, A432, A433, A434, A435, A436, A437, A438, A439, A440, A441, A442, A443, A444, A445, A446, A447, A448, A449, A450, A451, A452, A453, A454, A455, A456, A457, A458, A459, A460, A461, A462, A463, A464, A465, A466, A467, A468, A469, A470, A471, A472, A473, A474, A475, A476, A477, A478, A479, A480, A481, A482, A483, A484, A485, A486, A487, A488, A489, A490, A491, A492, A493, A494, A495, A496, A497, A498, A499, A500, A501, A502, A503, A504, A505, A506, A507, A508, A509, A510, A511, A512, A513, A514, A515, A516, A517, A518, A519, A520, A521, A522, A523, A524, A525, A526, A527, A528, A529, A530, A531, A532, A533, A534, A535, A536, A537, A538, A539, A540, A541, A542, A543, A544, A545, A546, A547, A548, A549, A550, A551, A552, A553, A554, A555, A556, A557, A558, A559, A560, A561, A562, A563, A564, A565, A566, A567, A568, A569, A570, A571, A572, A573, A574, A575, A576, A577, A578, A579, A580, A581, A582, A583, A584, A585, A586, A587, A588, A589, A590, A591, A592, A593, A594, A595, A596, A597, A598, A599, A600, A601, A602, A603, A604, A605, A606, A607, A608, A609, A610, A611, A612, A613, A614, A615, A616, A617, A618, A619, A620, A621, A622, A623, A624, A625, A626, A627, A628, A629, A630, A631, A632, A633, A634, A635, A636, A637, A638, A639, A640, A641, A642, A643, A644, A645, A646, A647, A648, A649, A650, A651, A652, A653, A654, A655, A656, A657, A658, A659, A660, A661, A662, A663, A664, A665, A666, A667, A668, A669, A670, A671, A672, A673, A674, A675, A676, A677, A678, A679, A680, A681, A682, A683, A684, A685, A686, A687, A688, A689, A690, A691, A692, A693, A694, A695, A696, A697, A698, A699, A700, A701, A702, A703, A704, A705, A706, A707, A708, A709, A710, A711, A712, A713, A714, A715, A716, A717, A718, A719, A720, A721, A722, A723, A724, A725, A726, A727, A728, A729, A730, A731, A732, A733, A734, A735, A736, A737, A738, A739, A740, A741, A742, A743, A744, A745, A746, A747, A748, A749, A750, A751, A752, A753, A754, A755, A756, A757, A758, A759, A760, A761, A762, A763, A764, A765, A766, A767, A768, A769, A770, A771, A772, A773, A774, A775, A776, A777, A778, A779, A780, A781, A782, A783, A784, A785, A786, A787, A788, A789, A790, A791, A792, A793, A794, A795, A796, A797, A798, A799, A800, A801, A802, A803, A804, A805, A806, A807, A808, A809, A810, A811, A812, A813, A814, A815, A816, A817, A818, A819, A820, A821, A822, A823, A824, A825, A826, A827, A828, A829, A830, A831, A832, A833, A834, A835, A836, A837, A838, A839, A840, A841, A842, A843, A844, A845, A846, A847, A848, A849, A850, A851, A852, A853, A854, A855, A856, A857, A858, A859, A860, A861, A862, A863, A864, A865, A866, A867, A868, A869, A870, A871, A872, A873, A874, A875, A876, A877, A878, A879, A880, A881, A882, A883, A884, A885, A886, A887, A888, A889, A890, A891, A892, A893, A894, A895, A896, A897, A898, A899, A900, A901, A902, A903, A904, A905, A906, A907, A908, A909, A910, A911, A912, A913, A914, A915, A916, A917, A918, A919, A920, A921, A922, A923, A924, A925, A926, A927, A928, A929, A930, A931, A932, A933, A934, A935, A936, A937, A938, A939, A940, A941, A942, A943, A944, A945, A946, A947, A948, A949, A950, A951, A952, A953, A954, A955, A956, A957, A958, A959, A960, A961, A962, A963, A964, A965, A966, A967, A968, A969, A970, A971, A972, A973, A974, A975, A976, A977, A978, A979, A980, A981, A982, A983, A984, A985, A986, A987, A988, A989, A990, A991, A992, A993, A994, A995, A996, A997, A998, A999, A1000, A1001, A1002, A1003, A1004, A1005, A1006, A1007, A1008, A1009, A1010, A1011, A1012, A1013, A1014, A1015, A1016, A1017, A1018, A1019, A1020, A1021, A1022, A1023, A1024, A1025, A1026, A1027, A1028, A1029, A1030, A1031, A1032, A1033, A1034, A1035, A1036, A1037, A1038, A1039, A1040, A1041, A1042, A1043, A1044, A1045, A1046, A1047, A1048, A1049, A1050, A1051, A1052, A1053, A1054, A1055, A1056, A1057, A1058, A1059, A1060, A1061, A1062, A1063, A1064, A1065, A1066, A1067, A1068, A1069, A1070, A1071, A1072, A1073, A1074, A1075, A1076, A1077, A1078, A1079, A1080, A1081, A1082, A1083, A1084, A1085, A1086, A1087, A1088, A1089, A1090, A1091, A1092, A1093, A1094, A1095, A1096, A1097, A1098, A1099, A1100, A1101, A1102, A1103, A1104, A1105, A1106, A1107, A1108, A1109, A1110, A1111, A1112, A1113, A1114, A1115, A1116, A1117, A1118, A1119, A1120, A1121, A1122, A1123, A1124, A1125, A1126, A1127, A1128, A1129, A1130, A1131, A1132, A1133, A1134, A1135, A1136, A1137, A1138, A1139, A1140, A1141, A1142, A1143, A1144, A1145, A1146, A1147, A1148, A1149, A1150, A1151, A1152, A1153, A1154, A1155, A1156, A1157, A1158, A1159, A1160, A1161, A1162, A1163, A1164, A1165, A1166, A1167, A1168, A1169, A1170, A1171, A1172, A1173, A1174, A1175, A1176, A1177, A1178, A1179, A1180, A1181, A1182, A1183, A1184, A1185, A1186, A1187, A1188, A1189, A1190, A1191, A1192, A1193, A1194, A1195, A1196, A1197, A1198, A1199, A1200, A1201, A1202, A1203, A1204, A1205, A1206, A1207, A1208, A1209, A1210, A1211, A1212, A1213, A1214, A1215, A1216, A1217, A1218, A1219, A1220, A1221, A1222, A1223, A1224, A1225, A1226, A1227, A1228, A1229, A1230, A1231, A1232, A1233, A1234, A1235, A1236, A1237, A1238, A1239, A1240, A1241, A1242, A1243, A1244, A1245, A1246, A1247, A1248, A1249, A1250, A1251, A1252, A1253, A1254, A1255, A1256, A1257, A1258, A1259, A1260, A1261, A1262, A1263, A1264, A1265, A1266, A1267, A1268, A1269, A1270, A1271, A1272, A1273, A1274, A1275, A1276, A1277, A1278, A1279, A1280, A1281, A1282, A1283, A1284, A1285, A1286, A1287, A1288, A1289, A1290, A1291, A1292, A1293, A1294, A1295, A1296, A1297, A1298, A1299, A1300, A1301, A1302, A1303, A1304, A1305, A1306, A1307, A1308, A1309, A1310, A1311, A1312, A1313, A1314, A1315, A1316, A1317, A1318, A1319, A1320, A1321, A1322, A1323, A1324, A1325, A1326, A1327, A1328, A1329, A1330, A1331, A1332, A1333, A1334, A1335, A1336, A1337, A1338, A1339, A1340, A1341, A1342, A1343, A1344, A1345, A1346, A1347, A1348, A1349, A1350, A1351, A1352, A1353, A1354, A1355, A1356, A1357, A1358, A1359, A1360, A1361, A1362, A1363, A1364, A1365, A1366, A1367, A1368, A1369, A1370, A1371, A1372, A1373, A1374, A1375, A1376, A1377, A1378, A1379, A1380, A1381, A1382, A1383, A1384, A1385, A1386, A1387, A1388, A1389, A1390, A1391, A1392, A1393, A1394, A1395, A1396, A1397, A1398, A1399, A1400, A1401, A1402, A1403, A1404, A1405, A1406, A1407, A1408, A1409, A1410, A1411, A1412, A1413, A1414, A1415, A1416, A1417, A1418, A1419, A1420, A1421, A1422, A1423, A1424, A1425, A1426, A1427, A1428, A1429, A1430, A1431, A1432, A1433, A1434, A1435, A1436, A1437, A1438, A1439, A1440, A1441, A1442, A1443, A1444, A1445, A1446, A1447, A1448, A1449, A1450, A1451, A1452, A1453, A1454, A1455, A1456, A1457, A1458, A1459, A1460, A1461, A1462, A1463, A1464, A1465, A1466, A1467, A1468, A1469, A1470, A1471, A1472, A1473, A1474, A1475, A1476, A1477, A1478, A1479, A1480, A1481, A1482, A1483, A1484, A1485, A1486, A1487, A1488, A1489, A1490, A1491, A1492, A1493, A1494, A1495, A1496, A1497, A1498, A1499, A1500, A1501, A1502, A1503, A1504, A1505, A1506, A1507, A1508, A1509, A1510, A1511, A1512, A1513, A1514, A1515, A1516, A1517, A1518, A1519, A1520, A1521, A1522, A1523, A1524, A1525, A1526, A1527, A1528, A1529, A1530, A1531, A1532, A1533, A1534, A1535, A1536, A1537, A1538, A1539, A1540, A1541, A1542, A1543, A1544, A1545, A1546, A1547, A1548, A1549, A1550, A1551, A1552, A1553, A1554, A1555, A1556, A1557, A1558, A1559, A1560, A1561, A1562, A1563, A1564, A1565, A1566, A1567, A1568, A1569, A1570, A1571, A1572, A1573, A1574, A1575, A1576, A1577, A1578, A1579, A1580, A1581, A1582, A1583, A1584, A1585, A1586, A1587, A1588, A1589, A1590, A1591, A1592, A1593, A1594, A1595, A1596, A1597, A1598, A1599, A1600, A1601, A1602, A1603, A1604, A1605, A1606, A1607, A1608, A1609, A1610, A1611, A1612, A1613, A1614, A1615, A1616, A1617, A1618, A1619, A1620, A1621, A1622, A1623, A1624, A1625, A1626, A1627, A1628, A1629, A1630, A1631, A1632, A1633, A1634, A1635, A1636, A1637, A1638, A1639, A1640, A1641, A1642, A1643, A1644, A1645, A1646, A1647, A1648, A1649, A1650, A1651, A1652, A1653, A1654, A1655, A1656, A1657, A1658, A1659, A1660, A1661, A1662, A1663, A1664, A1665, A1666, A1667, A1668, A1669, A1670, A1671, A1672, A1673, A1674, A1675, A1676, A1677, A1678, A1679, A1680, A1681, A1682, A1683, A1684, A1685, A1686, A1687, A1688, A1689, A1690, A1691, A1692, A1693, A1694, A1695, A1696, A1697, A1698, A1699, A1700, A1701, A1702, A1703, A1704, A1705, A1706, A1707, A1708, A1709, A1710, A1711, A1712, A1713, A1714, A1715, A1716, A1717, A1718, A1719, A1720, A1721, A1722, A1723, A1724, A1725, A1726, A1727, A1728, A1729, A1730, A1731, A1732, A1733, A1734, A1735, A1736, A1737, A1738, A1739, A1740, A1741, A1742, A1743, A1744, A1745, A1746, A1747, A1748, A1749, A1750, A1751, A1752, A1753, A1754, A1755, A1756, A1757, A1758, A1759, A1760, A1761, A1762, A1763, A1764, A1765, A1766, A1767, A1768, A1769, A1770, A1771, A1772, A1773, A1774, A1775, A1776, A1777, A1778, A1779, A1780, A1781, A1782, A1783, A1784, A1785, A1786, A1787, A1788, A1789, A1790, A1791, A1792, A1793, A1794, A1795, A1796, A1797, A1798, A1799, A1800, A1801, A1802, A1803, A1804, A1805, A1806, A1807, A1808, A1809, A1810, A1811, A1812, A1813, A1814, A1815, A1816, A1817, A1818, A1819, A1820, A1821, A1822, A1823, A1824, A1825, A1826, A1827, A1828, A1829, A1830, A1831, A1832, A1833, A1834, A1835, A1836, A1837, A1838, A1839, A1840, A1841, A1842, A1843, A1844, A1845, A1846, A1847, A1848, A1849, A1850, A1851, A1852, A1853, A1854, A1855, A1856, A1857, A1858, A1859, A1860, A1861, A1862, A1863, A1864, A1865, A1866, A1867, A1868, A1869, A1870, A1871, A1872, A1873, A1874, A1875, A1876, A1877, A1878, A1879, A1880, A1881, A1882, A1883, A1884, A1885, A1886, A1887, A1888, A1889, A1890, A1891, A1892, A1893, A1894, A1895, A1896, A1897, A1898, A1899, A1900, A1901, A1902, A1903, A1904, A1905, A1906, A1907, A1908, A1909, A1910, A1911, A1912, A1913, A1914, A1915, A1916, A1917, A1918

J. & F. Martell's Cognac.

This Firm's Cognac, even the cheapest quality, is a rapid and trustworthy Restorative in cases of diseases, and its moderate use as an Article of Diet for adults is usually beneficial.

HOSPITALS USE IT IN PREFERENCE TO OTHER BRANDS.

THE LEADING HOTELS STOCK IT.

Call for it and see that you get it.

12 Bottles.
ONE STAR. Per Case. \$25
THREE STARS 28
V.S.O.P. 49
V.V.S.O.P. 90

SOLE AGENTS.

H. PRICE & CO.,
Wine Merchants,
43, QUEEN'S ROAD CENTRAL.

TELEPHONE NO. 137.

WM. POWELL,
LIMITED.

Gentlemen's
Establishment.

WHITE
CANVAS
SHOES
\$5.00 Per Pair
SMART SHAPE.

WM. POWELL, Ltd.,
28, QUEEN'S ROAD,
(Opposite Clock Tower).

AGENTS:

LONDON:—F. ALLEN, 11 & 12, Gemen's Lane, Lombard Street, E.C. 4. CLARKE, SON & PLATT, 85 Gracechurch St., E.C. 4. STILES & CO., Ltd., 30, Cornhill. GORDON & GORDON, 15 St. Bride St., E.C. 4. BATES, HENDY & CO., 81, Cannon Street, E.C. 4. WILLS, Ltd., 151, Old Broad Street, E.C. 4. ROBERT WATSON, 150, Fleet Street, O. MITCHELL & CO., Snow Hill, Holborn Viaduct, E.C. 4. J. KENNEDY & CO., 3, Whitefriars St., E.C. 4. MATHER & GOSWELL, Ltd., 10, 11, 12, New Bridge St., E.C. 4. MASON & CO., 22, Glasshouse St., E.C. 4. PARIS AND EUROPE:—MAYNARD, FAY & CO., 18, Rue de la Grande Boucherie, Paris. The Rev. Dr. HART, 6, C.L., 12 Rue Vivienne, Paris. AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney. OCEANIA:—W. M. SMITH & CO., THE AUSTRALIAN CO., Colombo. SINGAPORE, STRAITS, &c.:—KELLY & WAUGH, Ltd., Singapore. PHILIPPINE ISLANDS:—A. S. WATSON & CO., Manila. CHINA:—Canton, Peking & Co., Amoy, THE AMOY SPOON, ROCHER, BROOKHART & CO., Shanghai, Kiang & Wai, Ltd., Yokohama, Kiang & Wai, Ltd., Kobe. THE CHINA MAIL, LTD., 8, Queen's Road Central.

The SAVOY, LIMITED.

SOFT WHITE

Tunic-Shirts

Half Cuffs

\$16.80

HALF DOZEN.

THE SAVOY, Ltd.

13, QUEEN'S ROAD,
HONGKONG.

AN EASY WAY TO
ACQUIRE

MONEY.

SEE THE

Limerick Competition

IN THE
HONGKONG WEEKLY.

ISSUED EVERY

Saturday Morning.

PRICE 20 CENTS.

SUBSCRIPTION:

Per Annum, \$7; Per half-year, \$4; Per quarter, \$2.25.

SECOND EDITION.

HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIAM, THE MALAY
PENINSULA, CAMBODIA, ANKAM, THIBET,
COREA AND JAPAN,
Entrusted to the SOCIETY of the
"MISSION LITERATURE."
Translated by EDWARD HANSEN PARKER
and
Reprinted from THE CHINA REVIEW.
Price 50 Cents.

For Sale at The "CHINA MAIL" Office
8, Queen's Road Central.

IS CHRISTIANITY WORTH
INTRODUCING INTO CHINA?

Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office
8, Queen's Road Central.

Price 60 Cents.

S. MOUTRIE & Co., LIMITED. PIANOS

NEW MODELS, FULL IRON
FRAME UNDERDAMPER
ACTION,
SILVER-PLATED STRINGS.

FULL COMPASS—SEVEN OCTAVES.

PRICE\$340.

UNSURPASSED FOR RICHNESS
OF TONE AND LIGHTNESS
OF TOUCH.

A WRITTEN GUARANTEE FOR
A TEST PERIOD OF TWO
YEARS GIVEN.

NEW PIANOS ON HIRE
from \$10 per month.

Regular Tuning and Attention
Inclusive.

8. MOUTRIE & Co., Ltd.,
YORK BUILDINGS, CHATER ROAD,
Hongkong, April 16, 1907.



A. S. WATSON
& Co., Ltd.

AERATED- WATER

MANUFACTURERS.

In the manufacture of High-
Class Mineral Waters the
following are essential:—

PURE WATER,

UP-TO-DATE PLANT,

THE BEST OF

MATERIALS,

and

EXPERT MANIPULATION.

All these conditions are obtained in
Waters of our manufacture.

ABSOLUTE PURITY. Repeated
analyses both locally and at home guarantee
this.

UP-TO-DATE PLANT. Our policy
is to continually introduce every modern
improvement in machinery and appliances,
and although such changes are invariably
costly in the first instance the results at-
tained in PERFECT AERATION and
economics in working justify them.

THE FINEST MATERIALS only
are used.

ENGLISH EXPERTS manage our
factories and our Waters are acknowledged
by leading English Makers to be equal to
those of their own manufacture.

These results have only been obtained
through constant experiment, the adverse
climatic conditions of Tropical Climates for
the successful manufacture of High-Class
Aerated Waters necessitating special study.

Our STONE GINGER BEER is
the only successful production of its kind
in Tropical Countries. It at once became
popular and increasing sales testify to
increasing popularity. Brewed from the
finest Javanese Ginger it is perfectly whole-
some and is an ideal summer beverage.

A. S. WATSON & CO.,
LIMITED,

ESTABLISHED A.D. 1841.
Hongkong, May 21, 1907.

MEMOS. FOR TO-MORROW.

Meetings.

12.15 p.m.—Meeting of The "Star"
Ferry Co., Ltd., at Messrs. Gibb,
Livingston & Co.'s Office.

4 p.m.—Meeting of Hongkong General
Chamber of Commerce at City Hall.

Auction.

2.30 p.m.—Auction of Household Furni-
ture, &c., at No. 4, The Albany.

Miscellaneous.

Goods per S. Burnell undelivered after
this date subject to rent.

Goods per S. Burnell not cleared at 4 p.m.
on this date subject to rent.

General Memoranda.

THURSDAY, May 30—
9 p.m.—Performance at City Hall.

FRIDAY, May 31—
Noon.—Meeting of The Hongkong and
Shanghai Banking Corporation, at the
City Hall.

Goods per S. Burnell undelivered after this
date subject to rent.

MONDAY, June 3—
Goods per S. Burnell undelivered after this
date subject to rent.

Goods per S. Burnell undelivered after this
date subject to rent.

SATURDAY, June 8—
Noon.—Meeting of The National Bank of
China, Ltd., at the Bank Premises.

The China Mail

HONGKONG, TUESDAY, MAY 28, 1907.

THE ETERNAL CURRENCY
QUESTION.

With interest, but with a certain sense
of hopelessness, we have perused the
letter sent by the Chairman of the Local
Chamber of Commerce to the Govern-
ment in regard to the currency question
and the memorial which is to be for-
warded to the *Legation* of the Diplomatic
Corps at Peking. The hopelessness
arises from the apparent uselessness
of endeavouring to arouse either of the
crusted old conservative Governments of
the Far East—the Government of Hong-
kong and the Government of China
to take any action in the direction of
ameliorating the desperate condition of
the commercial community. Each of
these Governments regards any sugges-
tion that existing conditions should be
improved with frank disapproval. Two
foreigners, a Colonial and a Frenchman,
were once watching a string of Manchu
carts, carrying supplies for the
Japanese army, passing the railway
station at Liaoyang. There was a large
hole in one of the roads which, however,
could be easily avoided by passing to
either side of it, as there was ample
room. The leading cart bumped into and
out of it. The one immediately behind
followed the example and, for the long
period that they watched, each cart
bumped into the hole and the team only
got the wheel out by strenuous exertion.
At times the whole string was held up
when the wheel of a particularly heavily
laden cart had to be dug out. But as
soon as it was clear the next cart
scrupulously drove into the hole. The
Frenchman, after watching this perform-
ance for some time, made a characteristic
grin and exclaimed: "Each one
will into the same hole go because his
comrade goes down. No-one will take
thought to take a spade and fulfil the
road. That is China." Also, with
humiliation it must be admitted, it is
Hongkong. The Colony is in no posi-
tion to talk to China of the necessity of
putting her currency arrangements in
order when its own are a by-word and a
scold. When British tokens issued by
the Government of a British possession
are at a heavy discount it is hardly the
time for the people of that possession to
make hasty reflections upon the beau-
ty of its neighbours. Instead of
steadily following in the steps of those
who first commenced travelling along
the most bumpy portion of the road
they could find the Governments of
China and Hongkong should either
"take a spade and fulfil the road" or
choose the smooth track. That is to say
they should tinker up existing arrange-
ments, if possible, or boldly adopt an
outrageously different course. In each case
we believe it is only mandarinism
which clings to the bad old ways. The
merchants of Hongkong and of China
know to their cost that the shocking
condition of the currency in the Colony
and the Empire is reducing their profits

and crippling their trade. We wish
every success to the Hon. Mr. Jowett
and his associates in their appeal to
Peking, but we have our doubts. In
1903 and 1904 the assistance of the
Diplomatic Corps was requisitioned,
but, as the memorial pathetically ob-
serves, no material results are appar-
ent. It is sincerely to be hoped that the
memorial of 1907 will be more effec-
tious but he would be a daring man
who would build much hope upon the
Diplomatic Corps. It would certainly be
better to bring steady pressure to bear
upon our own Government and not to
relax it until something is done to better
the conditions of the local commercial
community. At every company meet-
ing held recently tremendous losses
were shown to be due to the discount
on subsidiary coins, British and Chinese.
Is the Government going to refuse to do
anything until the Chinese Government
establishes a national currency system?
And is the local Chamber of Commerce
going to meekly acquiesce in this apathy
when the Straits Settlements supplies
an object lesson of how at all events a
partial remedy may be effected?

The native papers are daily reporting
the movements of Shum in Peking,
and, apparently, in the South, these
activities are not locked upon with
much favour. The late Viceroy is
charged with presuming upon his ser-
vices when the Court fled from Peking at
the time of the Boxer rising. Shum
was then in charge of the party of
which the Empress Dowager was the
most prominent personage. He was
then brought into close contact with
her, and probably rendered her special
services. These two, therefore, would
not easily forget those unhappy days,
and in these more recent conversations
would refer to them, and would find a
common ground of animosity still in
their hearts against the foreigner. But
whilst all this is being reported, and
more of the same kind, it seems that
the apparent freedom with which Shum
goes in and out of the inner palace is
rouching the jealousy of the other
officials, and this will certainly in the
long run militate against his influence.
The main theme of his discussions is said
to be the assumption that, up to the
present, the country, in many ways, is
still under the dominion of the foreign-
er, and steps must be taken to shake
this interference off. On the other hand,
he seems to be almost alone in his de-
nunciations of this matter, and so will
not be able to effect much in the face of
the opinion of others, who seem, at pre-
sent, to have no special love for him. If,
however, he should be wise enough to
play his cards well, it seems probable that
in the near future he will be one of the
officials of China that will have to be
reckoned with, and as his attitude
towards foreigners and things foreign is
well known, he is not likely to give
much help to those who wish to solve
contemporary problems by a generous
and wholehearted acceptance of the
inevitable.

The change that has come over
things in China, when compared with
thirty years ago, may be seen in the
discussion that is now being carried
on on the culture and sales of cotton.
Recently a writer in the North of
China published a booklet on the
growth of cotton advocating that much
more time and attention be given to
industry. His advocacy has found
supporters in the provincial press, and
his suggestions are being made more
simple, and brought within the pur-
view of the average reader. But more
than this, there is given to the reader
a sketch of the various lands in which
cotton is grown, and the different
kinds of cotton that each country is
famous for. The excellence of the
Egyptian cotton is referred to, as well as
the defects of the Indian cotton, which
is said to be very dirty, and not of the
whitest kind. But the strongest in-
dictment of all is brought against the
cotton that is prepared for the market
in China. The natural material itself
is said to be of the best kind. The
growers and the merchants, however,
are reported to use water in order to
increase its weight, and this makes it
unwittingly to the foreign buyer and
especially to the Japanese merchants.
The writer of the indictment avers
that in some cases not less than 20% of
water is used, and in all cases five and
ten per cent of weight is added through
a superimposed dampness by artificial
means. The consequence is that the
Japanese will not buy it, though the

material is white, and good, and though,
compared with American and Indian
cotton, the price is cheap. What is
advocated is that there be a decided
improvement in this regard. Further
it is advised that foreign seeds be pur-
chased and introduced into China,
where it is certain, that the very best
kinds of cotton, such as that grown in
Egypt, will flourish, and will pay.
What will be the influence of this in-
dictment, and these suggestions on the
grower cannot be immediately known.
But it is a sign of the times that such
instructions are being given, and given
in such straightforward language.
Probably some of the suggestions will
be accepted.

LOCAL AND COAST NEWS.

The rat return for the year 1906 show-
ed that in Hongkong and Kowloon there
were 39,701 rats killed, and of these 679
were found to be infected.

There were 248 European and 116
Chinese visitors to the City Hall Library,
and 108 European and 1,493 Chinese
visitors to the Museum during the week
ended May 26th.

Mr. R. E. Bellies is keeping up the cus-
tom followed by his father, the late Mr. E.
R. Bellies, of decorating the Beaconsfield
statue on Primrose Day. His tribute this
year was in the shape of a nautical steering
wheel, upon the spokes being written—
flowers—the names of the Colonies. The
inscription was: "Would that you were
here to-day to steer our ship of State."

Mortality Statistics.
The mortality statistics for the week
ending 27th April, show that the death
rate in the British and foreign community
was 16.4 per thousand compared with 24.9
in the corresponding week of last year, and
that the death rate for the whole Colony
was 20.2 per thousand compared with 18.5
in the corresponding week of last year.

Armed Robbery.
Six Chinese were charged, before Mr.
F. A. Hazeland at the Magistracy this
morning, with armed robbery at Shatin.
They are alleged to have broken into a
house and stolen jewellery, money and
clothing, etc., to the value of \$825. A
remand of one week was granted.

A Dishonest Servant.
Lai Lok was charged at the Magistracy
this morning with being in unlawful
possession of \$317, being part of \$1,000,
stolen from his master at Canton. Accord-
ing to the story told Lai Lok was
handed \$1,000 to bank for his master in
Canton and then disappeared, being traced
to Hongkong. He had previously posted
\$300 back to Canton and when arrested
had \$317 in his possession. He pleaded
guilty and was sent to goal for six months
with hard labour.

New Torpedoes Tried.
It is reported that the Japanese Ad-
miralty has adopted for trial the improved
high-speed fish-torpedo recently invented
in Great Britain. The torpedo records
25.3 knots speed at a distance of two thou-
sand yards, this being an increase of 9.3
knots in speed as compared with the
torpedo hitherto used. A new torpedo,
however, is now also under study at the
Torpedo Station at Yokosuka, and this is
said to show a greater speed than the
British invention.

Formosa.
It appears that 17 men on the Aiya
side were wounded in the recent counter-
attack made by the aborigines against the
force advancing in the Gila District.
Formosa, says the *Japan Daily Mail*.
Thus the total casualties of the Aiya were
7 killed and 17 wounded, but how many of
these were Japanese the telegrams do not
say. The *Yomiuri Shinbun*, commenting
on the aggressive movement inaugurated
under the present Viceroy, General
Sakuma, and already so successful, declares
it to be little short of a disgrace to Japan
that the aborigines should still remain out-
side the pale of law and order. The total
population of Formosa is 3 millions, and
out of that number the aborigines number
only 100,000 strong, yet they hold more
than one half of the island—which is as
large as Kyushu—and within the region
occupied by them lie some of the most
valuable districts in Formosa. It is
absolutely necessary that they should be
radically dealt with.

About 20,000 people live in the crater
of an extinct volcano in Japan. They
dwell in this pit-like town, surrounded by
a vertical wall eighty feet high, rarely
making a journey into the outer world and
practically forming a little community by
themselves.

"MAKE HAY WHILE THE SUN
SHINES."

THERE is a lesson in the work of the
thrifty farmer. He knows that the
bright sunshine may last but a day and he
prepares for the showers which are so
likely to follow. So it should be with
every household. Economy, thriftiness,
and carefulness may attack some member
of the home without warning. Chamber-
lain's Colic, Cholera, and Diarrhoea
Remedy, which is the best known medicine
for these diseases, should always be kept at
hand, as immediate treatment is necessary,
and delay may prove fatal. For sale by all
chemists and storekeepers.

BY TELEGRAPH.

INTRIGUE AT SEOUL.

Designs on the New
Ministry.

(From Our Correspondent.)

Tokyo, May 28.

A new intrigue has been discovered
in Seoul to overturn the new Ministry.
The plot has been made by the late
Premier and Minister for War.

MOROCCO.

Accedes to French Demands.

(Exclusive Service, supplied by Reuters,
via Bombay.)

LONDON, May 27.

In the Chamber of Deputies, France,
M. Stephen Pichon (Minister for
Foreign Affairs) read a reply from the
Moors promising the satisfaction of all
French demands.

The French Minister at Tangier has
been instructed to take steps to ensure
the effective accomplishment of the
promises.

A TEXAS TORNADO.

Destroys Life and Property.

(Exclusive Service, supplied by Reuters,
via Bombay.)

LONDON, May 27.

A tornado has swept across Texas,
doing great damage.

Seventy persons have been killed or
injured and there has been great des-
truction of property.

FRANCO-JAPANESE AGREE- MENT.

(REUTERS SERVICE.)

LONDON, May 28.

Mr. Pichon, in the French Cabinet, read
a telegram from the Ambassador in Tokyo,
stating that France and Japan were now
in complete accord in regard to the agree-
ment, which was now on the point of being
concluded.

THE PEACE CONFERENCE.

Japanese Delegates.

LONDON, May 28.

The Tsar has received the Japanese
delegates to the Hague Conference, who
are now passing through Russia, en route
to the Hague.

THE STANDARD OIL CO.

LONDON, May 26.

The Commissioner of the Supreme Court
of Missouri has recommended the expulsion
of the Standard Oil and tributary com-
panies from the State of Missouri.

JAPANESE IN SAN FRANCISCO.

LONDON, May 26.

Japan has complained to Washington
about the ill-treatment of Japanese in the
San Francisco restaurants.

Mr. Root has ordered an immediate in-
vestigation into the matter.

PORTUGAL.

Serious Political Situation.

LONDON, May 26.

A serious political situation has arisen in
Portugal.

At meetings of Peers and Deputies in
Lisbon yesterday, a resolution was passed
declaring that the present government by
decree was dangerous to the dynasty and
the nation.

Seven Councillors of State have written
to the King protesting against the
abolition of the Government.

The Legitimist party is showing activity.

An international fair and fête was held
at Shanghai on May 23 in aid of the
Famine Fund. It was a great success.

An 'Id Offender.

A coolie, who was released from goal
yesterday, was again arrested before he
had been at liberty long. A Chinese
constable saw that he had something in his
possession and on trying to investigate the
coolie threw away the package and ran.
The constable chased him and on catching
him met with a stout resistance. He
eventually succeeded in arresting the accused
and found the package contained opium. On
a charge of assaulting the constable the
coolie was fined \$25, and for having the
opium in his possession \$15.

SPRAINS QUICKLY CURED.

BATH the parts freely with Chamber-
lain's Pain Balm and give them
absolute rest and a quick cure is certain.
For sale by all chemists and storekeepers.

BY TELEGRAPH.

RIOTS IN CHINA.

Wholesale Slaughter of Officials.
Destruction of Customs and Yamen.

(From Our Correspondent.)

SWATOW, May 25.

At 12 o'clock midnight on the 22nd instant rebels to the number of seven thousand strong attacked the Yamen and Customs at Wuyikong, Yungshien, near Swatow.

Civil and Military Officials were taken by surprise, surrounded and butchered by the rebels, who then set fire to the Yamen and the neighbouring villages. Yang of the Customs was captured by the rebels.

Sprinkled the Standard with Officials' Blood.

Yang, of the Customs, was killed before the standard of the rebels who sprinkled their banners with blood. This was done in accordance with an ancient custom in order to assure the onset of victory and success. The family of some of the officials, who were killed, in view of inevitable approaching calamity, drowned themselves in the wells and rivers close by.

General Wong Kum Fook's Army.

General Wong Kum Fook, of Chiu Chow fu, sent a detachment of a few hundred soldiers on receipt of the news of the disastrous riot and on the 23rd instant chartered Tak Kee and Co's steamer "Hainan" for the transportation of the troops.

The available soldiers are, it is considered, by no means strong enough to cope with the existing situation and grave anxiety is felt all round.

Martial Law Proclaimed at Swatow.

It is feared that the riot will spread to Swatow and martial law has been proclaimed there, and in the neighbouring districts.

Swatow Merchants Volunteer Help.

Bankers and merchants at Swatow have volunteered help and are employing special steamers to patrol the harbour day and night.

DESPERATE OUTLOOK.

Trouble Spreading.

(From Our Correspondent.)

SHANGHAI, May 28.

Reports from Swatow show that the latest is spreading throughout the territory between there and Amoy. The rioters are plundering the inhabitants and destroying the schools and churches.

Foreign warships are hurrying to Swatow.

ALARM AT PAKHOI.

Situation Critical.

(From Our Correspondent.)

PEKING, May 28.

The German Minister has informed the Wai-wu-pu that the situation at Lienchow and Pakhoi is critical. Viceroy Choufu has been sent instructions to suppress the rebels.

NEWS FROM CANTON.

(From Our Correspondent.)

CANTON, May 27.

Information about the Swatow riot which has reached Canton is to the effect that the riot was brought about by the imposition of an additional tax on sugar. The slaughter of officials and destruction of the Yamen and Custom House have been confirmed. In addition to those killed, six Customs officers have been captured and carried away by the rebels.

Reinforcement from Canton.

On the 24th and 25th, the Canton Viceroy was in receipt of five successive despatches, all marked urgent, requesting immediate reinforcements. His Excellency Choufu has ordered Admiral Li Chun to proceed thither (already reported in our telegram of yesterday). The Admiral is commanding six regiments who are leaving by the S. S. "Kwongtai" and "Meifoo."

Surrender at Pakhoi.

The third urgent despatch intimating that bandits, 1,000 strong, are attacking the Protestant Churches and Colleges in Lienchow, near Pakhoi, has been received at Canton. The despatch urged immediate military help. It was first intended, and an order has been given, that Admiral Li Chun was to proceed to Pakhoi, but the order was cancelled on the outbreak of a more serious nature at Swatow.

Both Colleges and Churches have been destroyed. The missionaries and students so far are safely protected by the Chinese officials.

EXCITEMENT IN HONGKONG.

Considerable excitement is manifested by sections of Chinese in the Colony as to the outcome of the trouble at Swatow.

CORRESPONDENCE.

THE SANITARY COMMISSION.

(To the Editor of the CHINA MAIL.)

Sir—Sufficient time has elapsed and enough evidence has been published to render it possible to sit in judgment on the results of the Commission appointed to inquire into the administration of the Public Health and Buildings Ordinance. The public have had ample time to form ideas and compare them with the decision arrived at. To enable one to correctly judge the finding of the Commission it is necessary to review the aim and scope of the Ordinance under criticism and the faults of its administration may be dealt with after. Prior to the passing of the Ordinance the Colony had suffered from the severe ravages of plague and from the numerous illnesses arising from the almost criminal manner in which houses were erected. To combat these evils the Public Health and Buildings Ordinance of 1903 was introduced. On the whole it was a distinct advance on all previous legislation on the subject. It repeated various scattered ordinances, which were embraced within its scope, but the four years that have elapsed since its introduction have, it is claimed, been sufficient to demonstrate that it is hard and unjust in its incidence, badly drafted, etc., etc., and that the Colony has suffered great loss and that the Colony has suffered great loss and that the Colony has suffered great loss.

A CAPTAIN IN TROUBLE.

The case in which Captain R. Morgan, late of the "Shun Lee," sued the Sze Yip S. N. Company, Limited, for \$2,000 damages for wrongful dismissal was continued to-day, before His Honour Mr. A. G. Wise (Puisne Judge). The case for the plaintiff (represented by Mr. C. F. Dixon) having been concluded, Sir Henry Berkeley, K. C., (appearing for the defendants) pointed out that defendant admitted dismissing Morgan before the completion of his term and submitted they were perfectly justified in so doing.

The Puisne Judge—If you can prove he was drunk once or twice or habitually, or was carrying a woman with him without permission, that will be enough for me.

Evidence was called to the effect that plaintiff was drunk on four occasions and carried the woman without permission.

The secretary of the defendant company declared that he saw the Captain drunk on March 31 and April 4. On the latter occasion plaintiff was in the saloon and the steamer was to sail within an hour. When the steamer returned on April 6 witness received a complaint regarding the Captain and called a meeting of directors at which it was decided to dismiss the Captain and notice of dismissal was sent to him on April 6.

In answer to Mr. Dixon witness said that on April 4 plaintiff was seen to be drunk and there was a woman on the table.

Mr. Dixon: Was that the only indication that he was drunk?

Witness: "Yes" he spoke to him he answered "yes" he could not speak.

Then why did you allow him to leave for Hongkong an hour later? Was he capable of steering his ship? I had no power to stop him.

Later on witness stated that the chief officer and two pilots were on board at the time.

The Puisne Judge gave judgment for the defendants with costs.

SANITARY BOARD STORES.

Fruits of the Commission.

At the usual meeting of the Sanitary Board this afternoon a letter was read from the Colonial Secretary with regard to the control of stores. Mr. E. W. Dawson, Sanitary Inspector, was to be appointed storekeeper, assisted by two Chinese stationed at Beaconsfield and the Disinfecting Station respectively.

The following regulations were to be put in force, at an early date:—Clothing shall be issued at stated periods during the year, except in the case of officers returning from leave, officers joining, etc., when as far as possible, part worn clothing only shall be issued for use during such time as may be necessary pending the receipt of new. That articles of clothing required for departmental use shall after the report of the Board of Survey be written off the books and taken on again as rags. The storekeeper shall sign a receipt for property returned to the store by men leaving the department. The value of all articles accounted for shall be entered on the back of the receipt by the storekeeper, who shall notify the Secretary; and the value of such articles shall be deducted from the pay due to such officer or servant.

The whole of the stores in charge of the Sanitary Department shall be kept in the godowns at Beaconsfield, or at the store house at the Disinfecting Station, Caine Lane, or wherever specially authorised by the Governor, and shall be marked with the letters "S.D." before being taken in charge by the storekeeper. Heavy stores, such as coal, wood, etc., will be deposited at the place where they are required, but they will not be taken in charge until their delivery has been certified to as correct by the storekeeper. Leather, etc., required for the making of coolies' boots will be taken in charge by the Guel Department in the case of the same kind of boots, etc., they will be taken in charge by the Sanitary Department.

The storekeeper shall be held responsible for the stores placed in his charge, and on no account shall the storekeeper receive or issue any stores without the production of the proper voucher. The storekeeper shall keep a book in which he shall enter day by day all stores received or issued. When articles are received from the Crown Agents the invoice shall be carefully examined and checked with the actual receipts by two responsible officers of the department and the condition of the stores shall be returned for the signature of the Principal Civil Medical Officer and the Colonial Secretary. For articles purchased locally an order book shall be kept. All orders shall be numbered consecutively and all orders shall be duly signed by the responsible officer, and the counterfoils examined from time to time by the Principal Civil Medical Officer and initiated by him. No articles shall be written off the stock books as unserviceable except with the concurrence of the Board of Survey and with the approval of the Governor.

At the end of every year the stock books shall be balanced. The stock taking shall be made every year and as far as practicable by independent officers not responsible for the stores. The results shall be forwarded from the Colonial Treasurer to the local department at the conclusion of each stock-taking. On no account shall any ensure be made in the books or vouchers; necessary alterations must be initiated by the officer making them.

THE CHINA MAIL.

THE SANITARY COMMISSION.

(To the Editor of the CHINA MAIL.)

Sir—Sufficient time has elapsed and enough evidence has been published to render it possible to sit in judgment on the results of the Commission appointed to inquire into the administration of the Public Health and Buildings Ordinance. The public have had ample time to form ideas and compare them with the decision arrived at. To enable one to correctly judge the finding of the Commission it is necessary to review the aim and scope of the Ordinance under criticism and the faults of its administration may be dealt with after. Prior to the passing of the Ordinance the Colony had suffered from the severe ravages of plague and from the numerous illnesses arising from the almost criminal manner in which houses were erected. To combat these evils the Public Health and Buildings Ordinance of 1903 was introduced. On the whole it was a distinct advance on all previous legislation on the subject. It repeated various scattered ordinances, which were embraced within its scope, but the four years that have elapsed since its introduction have, it is claimed, been sufficient to demonstrate that it is hard and unjust in its incidence, badly drafted, etc., etc., and that the Colony has suffered great loss and that the Colony has suffered great loss.

Firstly, separate the purely medical from the work which is partly engineering. The management of the sick and dying, and that of the Port Sanitary Department has nothing to do with street cleaning and scavenging. It is not to do with the cleaning of pipes, nothing to do with any of these points. This department might be under the control of a Council of the Board, but departmentally the one should have nothing to do with the other. The M.O.H. should be under the same Committee as a Council and therefore under the P.G.M.C.O., who should be able to call upon his services if necessary; but otherwise his should be a department of its own and the work should be the normal work of a M.O.H., that is to look after the sanitation of the existing houses of the colony, to collect evidence of all cases of plague or any other disease and to arrange for their removal, to inspect and collect samples and arrange for the purity of the water supply, to confer with the Engineer in charge on all arrangements of culverts, which should be left entirely in his hands. (It might be said here in passing that the pipe in clever puzzle as to which of the sections on cubicles in the Ordinance as at present might be simplified by stating that each cubicle should have a minimum of cubic space, of floor area, of direct communication, of air and of light to the exterior air.) The drainage and the cleaning of existing houses should also be mainly in his hands, although all approvals of these items should be kept by the engineer in charge as in other towns.

The other work of the department, with the exception of purely veterinary work, which should be left to the department of the P.G.M.C.O., should be a separate department with a separate secretary. The engineering office would be obliged to have a large clerical staff and it would needlessly increase the number of clerical staff in the P.G.M.C.O. The P.G.M.C.O. has already a staff at the hospitals. This might be increased, if necessary, and the M.O.H. might need perhaps a Chinese clerk or so, but the clerical work of such a department is bound to be done by the department itself under a technical chief. Yours, etc.,

SIMPLEX.

THE OFFICIAL DEFENCE OF CHRISTIAN SCIENCE—A REJOINDER.

(To the Editor of the CHINA MAIL.)

Sir—Your issue of March 18th, containing a criticism of my booklet, has just reached me. When my esteemed acquaintance, a student of Christian Science in Hongkong, told me that he had forwarded my lectures to Boston, I paid little attention beyond being glad that even a smattering of unsophisticated New Testament Christianity would find an entrance into the headquarters of Eddyism. That my lectures would be seriously studied was of course beyond reasonable expectation, and the event proves it; but they have evidently been glanced at for controversial purposes. The great accruing advantages are a head-quarters defence of Christian Science and a re-affirmation of Mrs. Eddy's "Science and Health" in its various positions. Though your space has been already liberally allowed to me, may I be permitted a little more for a brief rejoinder?

This official defence commences with the usual trumpet-blowing concerning the benefits of Christian Science. As usual, there is no proof given and there never has been adequately dignified proofs concerning the crucial instances affirmed. As to the benefit of C. S. to Biblical interpretation, your readers can easily judge for themselves by a perusal of the lectures in "Science and Health" or the specimens quoted therein in my lectures. With regard to "the ancient vapour" concerning the relations of Mrs. Eddy and Dr. Quimby, I would refer your readers to the clear statement of the case in the May number of *The Woman at Home*. If after that any

RUGBY FOOTBALL.

The Close of the English Season.

Selection of International Teams.

(SPECIALLY WRITTEN FOR THE CHINA MAIL BY E. H. D. SEWELL.)

HENDLEY, April 20.

The season is ended and in a most interesting manner. For the first time in history, the County Championship competition remains undecided. After two drawn games, Devon and Durham decided to share the honour.

At West Hartlepool on April 13, Durham should have won, their single try being the only score until the last minute of the game, when, in an intensely dramatic finish, S. P. Start scored for Devon.

The re-play was at Exeter on April 20, and no score was the result. Whereupon the state and tired of football warriors cried "Enough!" so the two counties will for ever remain bracketed as "some what unsatisfactory ending, and one which is entirely due to the idiotic way in which the competition is allowed to drag its weary course on into the last hours of the season. The Champion County ought to be known before the first of March every year—but nobody in official circles, and so the Rugby game goes on in England.

The whole season I have been humming away at the fact that all the best players in England are not only in the South. My journeys North for the South African matches showed me as plainly as possible—even at that early stage in the season—that there are some good players in the Northern Division of the County Championship. At the same time, the wrong men having been chosen to represent the North, South at Blackheath, and having as a result got a tremendous whacking, chiefly because of the presence of one man, F. G. Brooks, in the South XV, who was a lot of so-called critics not one of whom had been North for the South African matches incessantly harped on the fact, as they made it out, that there are no players in the North, and that the English XV should be selected practically only from the South of this season.

What the advisers of the Rugby Union in the North were doing goodness only knows. The only Northerners selected, bar L. A. N. Slocock (of Lancashire), who never appeared in the English XV until after I had seen him play against the South Africans and commended on his form, pretty plainly were the worst players of all, viz. G. Green of Yorkshire, who was, when appointed captain of England over four or five Devon and Cornwall men, twice spoken for by the referee in the Irish match for foul play; A. E. Pickering, a centre, whose quarter who was not really a quarter, but the second fifteen of more than one school I could name; and H. Innie, a Durham wing, who can run like several others in an open field, but who, like Pickering, has no sort of defence. These men were "capped" from the North, and their successive failures written down by the said critics as proofs of their contentions.

So when it came to the Final for the County Championship, Devon would, of course, pulverise Durham. I must say I felt very certain Devon would win, but I did not like the facts that they had finished serious football fully three weeks before the season was over. Durham on the other hand had been steadily engaged winning the Northern Division championship practically right up to their meeting with Devon.

And these facts—a tremendous handicap to Devon in addition to their having to travel to West Hartlepool—were chiefly responsible for the result. I am sure. For Devon were very lucky to draw at West Hartlepool, and both sides had great chances of winning at Exeter, but statistics and annual told the inevitable tale.

After the first match, the Durham Captain, J. T. Taylor, on being asked by the referee, "What is the result of the match?" answered in a very definite and adverse criticism from many of these self-styled critics—who had not seen him or his team play for fully twelve months, if even then—on account of his tactics. It is really wonderful, almost admirable, the audacity of some of the County Union during the season, to say the least, in their criticism of the game—how it must make this subject of the criticism laugh.

As to the future, there are all sorts of suggestions from different parts of the country to be brought up for consideration at the meeting of the Rugby Union during the month of May or June. Among them, the East Midlands move a resolution that no County XV shall contain a player who has got his Scottish, Welsh or Irish cap.

This is a very clumsy way of putting the grievance, or rather of trying to stop the selection of players from different parts of the country, who are eligible for an English cap. The better mode would have been to propose that every player before taking part in a County Championship match must sign a declaration that he is eligible and will play only for England. As it is, the East Midlands resolution may or may not be carried, but it carried it does not remove our County competition as a training ground for the Unions of Scotland, Wales or Ireland. It will tend in that direction, but I very much doubt whether, Devon's resolutions on previous occasions with the same object having failed, it will be carried.

That England has not put her best fifteen in the field for a long time past is patent to all but the Selection Committee. I cannot and do not blame them.

They pick what they consider to be the best team, and it is not their fault if their selections repeatedly prove them wrong. That they work on wrong lines, I, personally, am assured. I have heard selectors say they won't have so-and-so in the team at any price. Now this is both ridiculous and unfair.

Mr. Seawell may improve in a month out of all knowledge. Again, too much stress is laid upon one bad or weak performance.

I know that the game played by H. Mauprice upon one occasion this year, about three weeks or more before the Scottish match at Blackheath, had very much to do with his being kept out of the English team on that occasion, and, probably, lost England the match. He was supposed to have shown weakness in attack in a game in which Blackheath were swamped. D. Lambert of the Hongkong and Shanghai Bank, who is now in the United Kingdom, will, it is said, never be chosen, in spite of his fifty tries or so this season, mainly in partnership with J. G. G. Birker, whom they chose whether he was fit and well or not, and A. D. Scoop who they chose and never gave a partner, with whom he had never shown any likelihood of getting on.

For example, England beat Scotland at Edinburgh in March, 1906, very largely through the unexpectedly good combined

RUGBY FOOTBALL.

The Close of the English Season.

Selection of International Teams.

(SPECIALLY WRITTEN FOR THE CHINA MAIL BY E. H. D. SEWELL.)

HENDLEY, April 20.

The season is ended and in a most interesting manner. For the first time in history, the County Championship competition remains undecided. After two drawn games, Devon and Durham decided to share the honour.

At West Hartlepool on April 13, Durham should have won, their single try being the only score until the last minute of the game, when, in an intensely dramatic finish, S. P. Start scored for Devon.

The re-play was at Exeter on April 20, and no score was the result. Whereupon the state and tired of football warriors cried "Enough!" so the two counties will for ever remain bracketed as "some what unsatisfactory ending, and one which is entirely due to the idiotic way in which the competition is allowed to drag its weary course on into the last hours of the season. The Champion County ought to be known before the first of March every year—but nobody in official circles, and so the Rugby game goes on in England.

The whole season I have been humming away at the fact that all the best players in England are not only in the South. My journeys North for the South African matches showed me as plainly as possible—even at that early stage in the season—that there are some good players in the Northern Division of the County Championship. At the same time, the wrong men having been chosen to represent the North, South at Blackheath, and having as a result got a tremendous whacking, chiefly because of the presence of one man, F. G. Brooks, in the South XV, who was a lot of so-called critics not one of whom had been North for the South African matches incessantly harped on the fact, as they made it out, that there are no players in the North, and that the English XV should be selected practically only from the South of this season.

What the advisers of the Rugby Union in the North were doing goodness only knows. The only Northerners selected, bar L. A. N. Slocock (of Lancashire), who never appeared in the English XV until after I had seen him play against the South Africans and commended on his form, pretty plainly were the worst players of all, viz. G. Green of Yorkshire, who was, when appointed captain of England over four or five Devon and Cornwall men, twice spoken for by the referee in the Irish match for foul play; A. E. Pickering, a centre, whose quarter who was not really a quarter, but the second fifteen of more than one school I could name; and H. Innie, a Durham wing, who can run like several others in an open field, but who, like Pickering, has no sort of defence. These men were "capped" from the North, and their successive failures written down by the said critics as proofs of their contentions.

So when it came to the Final for the County Championship, Devon would, of course, pulverise Durham. I must say I felt very certain Devon would win, but I did not like the facts that they had finished serious football fully three weeks before the season was over. Durham on the other hand had been steadily engaged winning the Northern Division championship practically right up to their meeting with Devon.

And these facts—a tremendous handicap to Devon in addition to their having to travel to West Hartlepool—were chiefly responsible for the result. I am sure. For Devon were very lucky to draw at West Hartlepool, and both sides had great chances of winning at Exeter, but statistics and annual told the inevitable tale.

After the first match, the Durham Captain, J. T. Taylor, on being asked by the referee, "What is the result of the match?" answered in a very definite and adverse criticism from many of these self-styled critics—who had not seen him or his team play for fully twelve months, if even then—on account of his tactics. It is really wonderful, almost admirable, the audacity of some of the County Union during the season, to say the least, in their criticism of the game—how it must make this subject of the criticism laugh.

As to the future, there are all sorts of suggestions from different parts of the country to be brought up for consideration at the meeting of the Rugby Union during the month of May or June. Among them, the East Midlands move a resolution that no County XV shall contain a player who has got his Scottish, Welsh or Irish cap.

This is a very clumsy way of putting the grievance, or rather of trying to stop the selection of players from different parts of the country, who are eligible for an English cap. The better mode would have been to propose that every player before taking part in a County Championship match must sign a declaration that he is eligible and will play only for England. As it is, the East Midlands resolution may or may not be carried, but it carried it does not remove our County competition as a training ground for the Unions of Scotland, Wales or Ireland. It will tend in that direction, but I very much doubt whether, Devon's resolutions on previous occasions with the same object having failed, it will be carried.

That England has not put her best fifteen in the field for a long time past is patent to all but the Selection Committee. I cannot and do not blame them.

They pick what they consider to be the best team, and it is not their fault if their selections repeatedly prove them wrong. That they work on wrong lines, I, personally, am assured. I have heard selectors say they won't have so-and-so in the team at any price. Now this is both ridiculous and unfair.

Mr. Seawell may improve in a month out of all knowledge. Again, too much stress is laid upon one bad or weak performance.

I know that the game played by H. Mauprice upon one occasion this year, about three weeks or more before the Scottish match at Blackheath, had very much to do with his being kept out of the English team on that occasion, and, probably, lost England the match. He was supposed to have shown weakness in attack in a game in which Blackheath were swamped. D. Lambert of the Hongkong and Shanghai Bank, who is now in the United Kingdom, will, it is said, never be chosen, in spite of his fifty tries or so this season, mainly in partnership with J. G. G. Birker, whom they chose whether he was fit and well or not, and A. D. Scoop who they chose and never gave a partner, with whom he had never shown any likelihood of getting on.

For example, England beat Scotland at Edinburgh in March, 1906, very largely through the unexpectedly good combined

play of Peters of Devon with Scoop. When this year's big games come on, they leave out Peters, chiefly because the South Africans preferred not to play against a coloured man, and play Jago, who was both fairly dully, chiefly Jago. Then, v. Ireland, Scoop is dropped and Peters comes in. Then, v. Scotland, Jago is dropped and Start, who had never in his life played half with Peters, and who all this season had been playing three-quarters, is chosen to work the scrum, and that, too, against a notoriously good pack like the Scots' "posseidon."

I don't know how all these facts read at a distance, but there seems a screw loose in our arrangements somehow. When we Zealand meet season to season, when we have thirteen a-side of the Northern Union, we of the R. U. have no visitors. And it is well that this is so. In 1903-04 there was very likely to be a side from Australia—I hear they are a hefty put-you-down-and-stay-on-you lot,—so we have a side from them, and that is all. According to the present experience, the usual disorder will prevail, and, if so, there will be the usual round of facts. It is most unlikely any future visiting team will be allowed to begin operations so early as September. More likely, even at the risk of closing with our usual interest, it will be before December, when United Kingdom teams are really beginning to get together.

For Rugby men overseas, I have this message, that their beloved game is going very strong. More schools are coming under the flag, Eton and Harrow will play it, and every Rugby man knows that once played it is never given up. Bradford look like coming back to the R. U., and everywhere the outlook is, at the moment, cloudless. May it continue so for a very long time!

SHAUKIWAN MARKETS.

At the meeting of the Sanitary Board

this afternoon the Director of Public Works submitted a plan showing accommodation proposed to be provided in the new market for the Western portion of Shauiwan village. He also forwarded a block plan showing the proposed site of the market itself on the north side of the road and immediately beyond the lots recently purchased by Messrs Butterfield and Swire for the erection of workmen's dwellings.

The site is about five quarters of a mile distant from the existing market at Shauiwan Yuet, but this distance will probably be considerably diminished by the reconstruction of a bay round which the road runs.

The construction of the market will be somewhat similar to those at Taikeatsi and Mongkoktsui, and quarters will be provided for a caretaker.

Judgment in the Board of Trade inquiry relative to the stranding of the White Star liner "Suevia" at the Lizard was delivered on April 24 in Liverpool. The Court found that the stranding and material damage to the vessel were caused by default of the master, in maintaining full speed towards land in heavy weather, but the Court, giving full consideration to his previous record, and his conduct after the casualty, suspended his certificate for three months only.

Writing on May 23 the N. C. Daily News says: "The French cruiser 'Chanzy' appears to be in a more critical condition than was at first supposed; though, unless a gale occurs, there should be no serious difficulty in getting her afloat again. She is evidently seriously damaged forward and the hard strike on the rocks which was caused by the heavy seas and current, rendered her unmanageable, carried her so far around that the bow is tilted at a considerable angle and the stern is awash. The weather outside last evening was bad and the launches found it difficult to get alongside that practically no assistance could be given. The 'Chanzy's' position, however, is no worse than before. The steam launches 'Samson' and 'Fulco' were under orders last night to leave this morning at daylight, the former with two more 450-ton lighters, chains, gear, etc., and the latter with two additional lighters of 400 tons each.

The Shanghai Tug and Lighter Co. has three other launches, "Alexandra," "Victoria," and "Sin Foyen" are remaining at the Island for some time, but the "Sin Foyen" will probably meet the "Fulco" to-day, take over her lighters and return to the scene of operations. Lighters probably will be sunk alongside the 'Chanzy' which will be lifted with chains raised under steam. Meanwhile, French warships are hastening to her assistance from Japan and a salvage vessel is on route from Hongkong, in reply to a wireless telegraph message from the 'Chanzy' to a Danish Salvage firm with headquarters in the Colony.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:

On the 28th at 11.40 a.m.—The barometer has fallen over China, particularly on the coast.

A depression in moving Eastward over N. China, and a second area of low pressure lies to the North of Hokkaido. Pressure is high over W. Japan.

Moderate S. winds may be expected in the Formosa Channel, and light S. or variable winds over the North part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day: 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:

1.—Hongkong and Neighborhood: S. E. or variable winds; light; fair.

2.—Formosa Channel: S. winds; moderate.

3.—South coast of China between Hongkong and Lamscoo: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

5.—North coast of China between Hongkong and Korea: Same as No. 1.

6.—North coast of China between Korea and Japan: Same as No. 1.

7.—Sea between Japan and Korea: Same as No. 1.

8.—Sea between Korea and China: Same as No. 1.

9.—Sea between China and Japan: Same as No. 1.

10.—Sea between Japan and Korea: Same as No. 1.

11.—Sea between Korea and China: Same as No. 1.

12.—Sea between China and Japan: Same as No. 1.

Shipping.

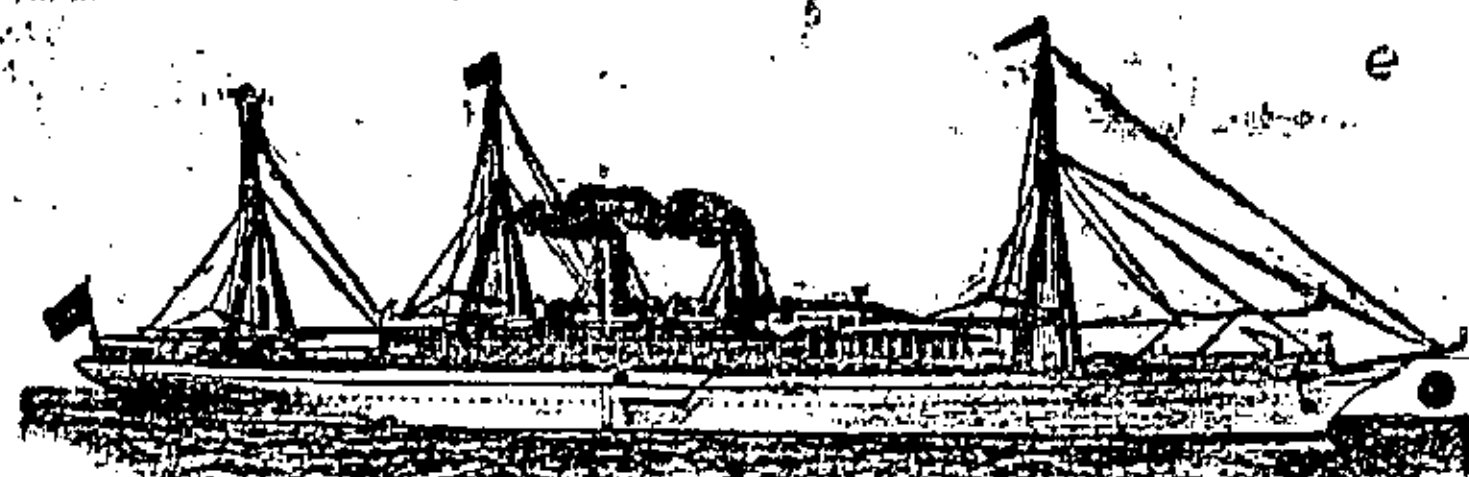
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

STEAMERS	TO SAIL ON	REMARKS
NAGASAKI, MOJI, KOBE, PESAWUR, AND YOKOHAMA Direct.	(Capt. U.F. LOCKSTONE, R.N.R.)	About 29th May. Freight only.
SHANGHAI.	(Capt. R. A. PETERS.)	May. Passage.
LONDON, via USUAL PORTS.	(Capt. W. HAYWARD, R.N.R.)	Noon, 1st June. See Special Advertisement.
LONDON & ANTWERP.	(Capt. G. PHILLIPS.)	About 5th June. Freight and Passage.

F. A. HEWETT, Superintendent and.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPIRE OF JAPAN	6000 TONS	THURSDAY, June 6	July 24
TARTAR	4425 TONS	WEDNESDAY, June 19	July 13
EMPIRE OF CHINA	6000 TONS	THURSDAY, July 4	July 22
ATHENIAN	3882 TONS	WEDNESDAY, July 17	Aug. 10
EMPIRE OF INDIA	6000 TONS	THURSDAY, Aug. 1	Aug. 19
MONTAGUE	6165 TONS	WEDNESDAY, Aug. 14	Sept. 7

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail-Express, and at Quebec, with the Company's new palatial 'EMPIRE' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 23 1/2 days from Hongkong.

For further information Maps, Routes, Handbooks, Rates of Freight and Passages apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	INABA MARU, Tons 6126	WEDNESDAY, 29th May, at Daylight.
VICTORIA, B.C. AND SEATTLE, via SHANGHAI, MOJI, KOBE & YOKOHAMA.	KAMAKURA MARU, Tons 6126	WEDNESDAY, 12th June, at Daylight.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, THURSDAY, 12th June, at Noon.	TANGO MARU, Tons 7463	TUESDAY, 11th June, at Daylight.
KOBE AND YOKOHAMA, via MANILA, THURSDAY ISLAND, THURSDAY, 12th June, at Noon.	AKI MARU, Tons 6444	TUESDAY, 26th June, at Daylight.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	KUMANO MARU, Tons 5076	FRIDAY, 14th June, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Tons 3817	FRIDAY, 12th June, at Noon.
SHANGHAI, MOJI & KOBE.	WAKASA MARU, Tons 6265	SATURDAY, 1st June, a.m.
	HIROSHIMA MARU, Tons 5283	TUESDAY, 4th June.
	YAWATA MARU, Tons 3817	WEDNESDAY, 12th June, at Noon.
	CEYLON MARU, Tons 5068	MONDAY, 10th June.

For further information apply to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA -

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain O. F. AUSTIN, On WEDNESDAY, 31st JULY, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki without extra charge.

For convenience of country cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

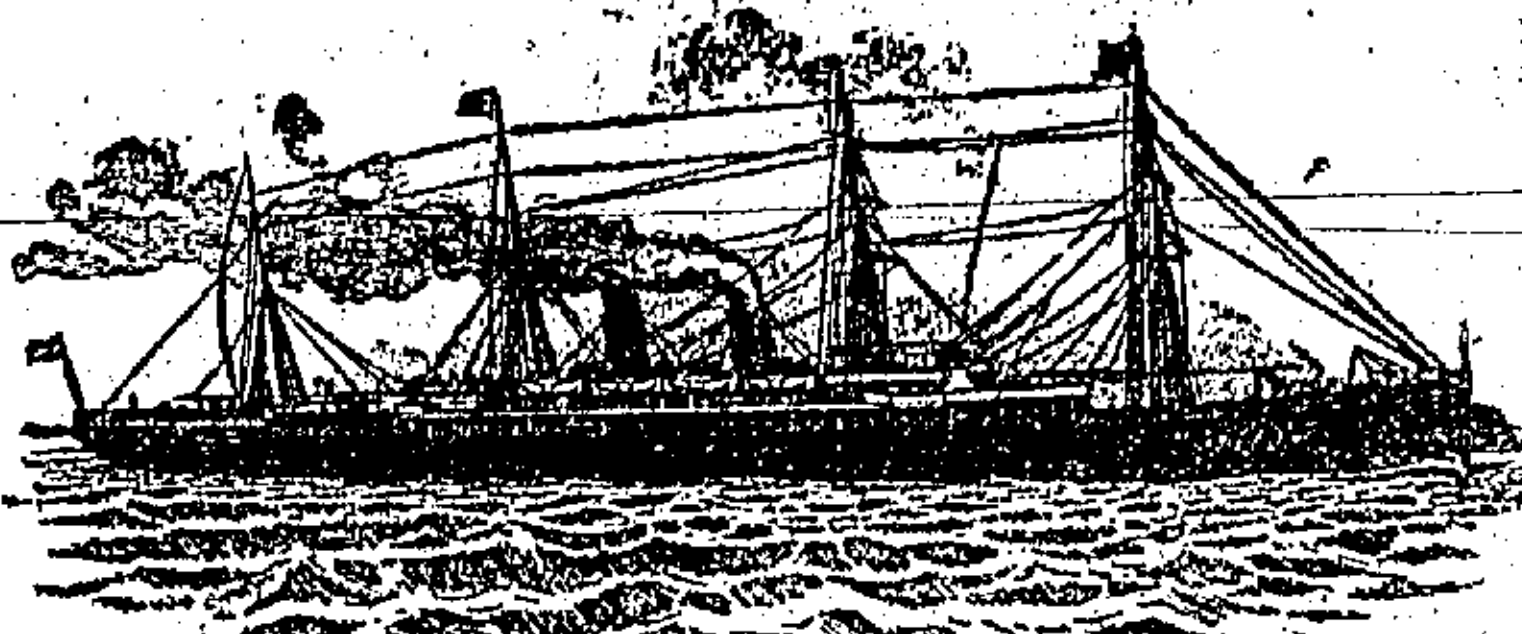
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm ROUTE across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES, 1907.
* KOREA, 18,000 Gross Tons.	SATURDAY, 1st June, at Daylight.
* AMERICA MARU, 11,000	TUESDAY, 11th June, at Noon.
* SIBERIA, 11,000	TUESDAY, 18th June, at Noon.
* CHINA, 10,200	TUESDAY, 25th June, at Noon.
* MONGOLIA, 11,000	TUESDAY, 2nd July, at Noon.
* NIPPON MARU, 11,000	TUESDAY, 9th July, at Noon.
* DORIO, 9,000	SATURDAY, 20th July, at Noon.
* COPTIC, 9,000	SATURDAY, 27th July, at Noon.
* HONGKONG MARU, 11,000	TUESDAY, 6th Aug., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, s.s. KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons, August 18th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 15th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, 1907, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KORE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS.	TONS.	CAPTAIN.	TO SAIL ON.
ALBESIA	4370	G. MEYER	Wednesday, June 12.
NOMEDIA	4370	G. MEYER	Saturday, June 22.
ARAGONIA	5198	FELDMANN	Monday, July 15.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR HOIHOW & HAIPHONG

STEAMERS	TO SAIL
CEBU & HAIPHONG	SINGAPORE, May 29, Daylight.
SWATOW & SHANGHAI	KAIPOK, June 1, at 4 p.m.
SHANGHAI	SHANGHAI, June 3, Daylight.
MANILA	CHANGCHOW, June 3, at 4 p.m.
SHANGHAI	TAMING, June 4, at 4 p.m.
CEBU & HAIPHONG	YOKOHAMA, June 6, at 4 p.m.
MANILA	YOKOHAMA, June 6, at 4 p.m.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAMING, June 7, at 4 p.m.
TIENSIN	KUNCHOW, June 12, at 4 p.m.

The station of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table, A fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports; Taking Cargo and Passengers at through rates for all New Zealand, and other Australian Ports.

REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships, Electric Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. ALMOND	Manila	Saturday, June 1, at Noon.
ZAFIR	2540	A. FRASER	Manila	Saturday, June 8, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

TO SAIL

For Freight and further information, apply to

SHAW, TAYLOR & CO., General Agents.

For Freight and further information, apply to

SHAW, TAYLOR & CO., General Agents.

For Freight and further information, apply to

SHAW, TAYLOR & CO., General Agents.

For Freight and further information, apply to

SHAW, TAYLOR & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* TIENSIN, via SWATOW AND CHEFOO	CHIPSHING	WEDNESDAY, May 30, at 4 p.m.
* SANDAKAN	MAUSANG	FRIDAY, May 31, at 4 p.m.
* MANILA	YUENSANG	FRIDAY, May 31, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chetco, Tientsin, Newchwang, and Yantzeke Ports.

* Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.

STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	ROON, Capt. R. Meiners.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. Lenz.
YOKOHAMA AND KOBE	PRINZ SIGISMUND, Capt. Lenz.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHERS & CO., General Agents, Hongkong & China.

Hongkong, April 26, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN, Captain J. G. OLIVIER, will be despatched for the above Ports on THURSDAY, the 30th inst., at 3 p.m.

This Steamer has Superior Accommodation for Passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, May 25, 1907.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Attendants, Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: 'VICTORIA', Hongkong.

For terms, &c., apply to the

MANAGER.

182

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL.

CABLE ADDRESS: 'CHEN KOWLOON'.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MOOREHEAD CHAMBERS.

J. W. OSBORNE.

Proprietor and Manager.

135

VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHAMEN.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leave	Connecting Steamer	Due at	Due at
Colon	Hongkong	from Colon to	Marseilles (Brindisi)	London
Colon	Hongkong	Marseilles & London	2 days earlier	1 day later
OOEANA 7000	June 1	MONGOLIA 9500	June 29	July 6
DEVANHA 8000	June 15	BRITANNIA 9500	July 13	July 20
CHINA 8000	July 13	MONGOLIA 9500	Aug. 10	Aug. 17
DELTA 8000	July 27	MACDONALD 10500	Aug. 24	Sept. 1
DELTA 8000	Aug. 10	HIMALAYA 7000	Sept. 8	Sept. 15
ARCADIA 7000	Aug. 24	MOLDAVIA 9500	Sept. 22	Sept. 29
MARMORA 10500	Sept. 7	INDIA 8000	Oct. 5	Oct. 12
MALTA 6000	Sept. 21	MONGOLIA 9500	Oct. 19	Oct. 26
DELTA 8000	Oct. 5	VICTORIA 7000	Nov. 2	Nov. 9

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRADING) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

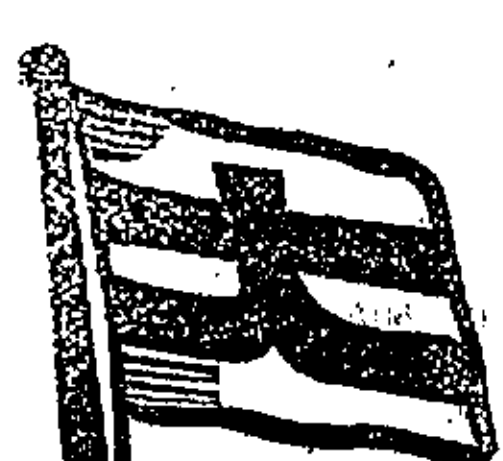
STEAMERS.	TONNAGE	Leave HONGKONG	Due at LONDON
		about	about
* NORE	7000	June 5	July 22
* NUBIA	6000	June 19	Aug. 5
* SYRIA	7000	July 17	Sept. 2
* NYANZA	7000	July 31	Sept. 16
* SIMLA	6000	Aug. 14	Sept. 20
* SUNDIA	4800	Aug. 28	Oct. 14
* MANILA	4000	Sept. 11	Oct. 28
* NAMUR	7000	Oct. 9	Nov. 25
* BORNEO	4500	Oct. 23	Dec. 9

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carries 1st and 2nd Saloon Passengers. * Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.

2221



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO'S S.S.	For	Leaving
* FUKUSHU MARU, Capt. T. Ito.	TAKAO, Via SWATOW, AMOY AND ANPING.	WEDNESDAY, 29th May, at 8 a.m.
* SOSHU MARU, Capt. T. Sonoda.	SHANGHAI, Via SWATOW, AMOY AND FOOCHOW.	WEDNESDAY, 29th May, at 9 a.m.
* JOSHIN MARU, Capt. H. S. Smith.	TAMSUI, Via SWATOW AND AMOY.	SUNDAY, 2nd June, at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivaled Table.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

HOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	To Sail
TREMONT	9608	T. W. Garlick	June 8

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam bath. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information Apply to—

COBBY BUILDING.

Dodwell & Co. Limited,
GENERAL AGENTS.

Notices to Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
THE STEAMSHIP BRAHMA.
FROM GLASGOW, LIVERPOOL
AND PENANG.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th June, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, May 25, 1907. 921

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 27th May, will be landed at Consignees' risk and expense.

Consignees of Cargo from Singapore and Penang are requested to take necessary delivery of their Goods from along-side; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

The Steamer is working on Sunday, 28th. DAVID SASSON, & Co., Ltd., Agents.

HONGKONG, May 25, 1907. 923

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship *SCHARNHORST* having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Wednesday, the 30th of May at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of May, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 29th of May, at 8.30 a.m.

All Claims must reach us before the 3rd of June, 1907, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER *SOCOTRA*.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo from the above Ports are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Wednesday, the 30th of May at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of May, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 29th of May, at 8.30 a.m.

All Claims must reach us before the 3rd of June, 1907, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER *SOCOTRA*.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo from the above Ports are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Wednesday, the 30th of May at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of May, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 29th of May, at 8.30 a.m.

All Claims must reach us before the 3rd of June, 1907, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER *SOCOTRA*.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo from the above Ports are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Wednesday, the 30th of May at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of May, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 29th of May, at 8.30 a.m.

All Claims must reach us before the 3rd of June, 1907, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER *SOCOTRA*.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo from the above Ports are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before Wednesday, the 30th of May at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of May, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 29th of May, at 8.30 a.m.

All Claims must reach us before the 3rd of June, 1907, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER *SOCOTRA*.

WARSHIPS AT AUCTION.

Vessels to be "Scrapped"

There was for a time a busy, animated scene in the temporary auction room at Chatham Dockyard on April 9, when Messrs Fuller, Horsey, Sons, and Cassell submitted a number of obsolete warships and other vessels to public auction, by order of the Admiralty. There was a large attendance, which included a sprinkling of foreigners. The first-class twin-screw battleship "Sans Pareil" first came under the hammer, and produced some spirited bidding. The auctioneers drew special attention to the conditions imposed by the Admiralty. One ship, which is lying on the west coast of Scotland, must not be removed out of the United Kingdom, and must be broken up at some place in the Kingdom within two years of the delivery to the purchaser. Other stipulations required that the guns and gun mountings, and the fourteen inch torpedo tube should be broken up prior to the ship leaving her moorings. The bidding started at £10,000 and advanced to £30,000. Then there was a pause. "The third and last time, £30,000," said the auctioneer. A bidder remarked that he was willing to give £28,000 if he could take the ship where he liked. "And I will give you £28,000 if I may take the 'Sans Pareil' abroad," chimed in another. But the auctioneer declared that the Admiralty's conditions were unalterable, and knocked the vessel down for £20,000 to Mr. T. W. Ward, of Sheffield. The "Sans Pareil" was built in 1888 by the Thames Iron Works (Limited), and cost about £750,000. She was a sister ship to Sir George Tryon's ill-fated flagship "Victoria," and has practically seen no foreign service. In maneuvers, however, she acquitted herself with credit, and proved a speedy vessel.

The third-class, twin-screw, armoured battleship "Conqueror," built at Chatham in 1887, at a cost of nearly £300,000, was purchased by the Castle Shipbuilding Company (Limited), of London, for £10,800. The twin-screw, first-class, armoured cruiser "Undaunted," built by the Palmer Shipbuilding Company in 1888, at a cost of about £230,000, was bought by Messrs. Harris Brothers, of Falmouth, for £14,400. Both the "Conqueror" and "Undaunted" are lying at Holy Loch, near Greenock, and were sold subject to similar conditions as to breaking up.

The torpedo gunboat "Alarm" was sold to the Shipbreaking Company (Limited), of London, for £3,650. The purchaser must break the ship up within a year. The steam yacht "Wave" was bought by Messrs. Thomas and Son, of Anglesey, for £205, and the torpedo-boat destroyer "Kate" was purchased by Messrs. Cox and Co., of Falmouth, for £305. The total realized by the sale was £62,680.

NOTICES TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship *Aratona* having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

D. SASSON & Co., Ltd., Agents.

Hongkong, May 27, 1907. 930

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TREMONT.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, May 27, 1907. 927

THE FIRST CHINESE NEWSPAPER.

EVER ISSUED UNDER

PURELY NATIVE DIRECTION.

The Chinese Mail.

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE

VARIOUS PORTS IN CHINA AND JAPAN.

\$6 per Annum delivered in Hongkong

\$12.50 to all other Ports.

5 WILKINSON STREET, HONGKONG.

Orders booked by Managers, CHINA MAIL.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, May 23rd, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef sirloin & prime cut—Mol Long Pa	lb 20
.. Corned—Ham Ngau Yuk	.. 20
.. Roast—Shiu	.. 20
.. Breast—Naga Lam	.. 15
.. Soup—Tong Yuk	.. 15
.. Steak—Ngau Yuk Pa	.. 20
.. Tongue fresh—Ngau Li	each 50
.. .. Corned—Ham Ngau Li	.. 55
.. Head—Ngau Tau	.. 60
.. Heart—Ngau Sam	.. 12
.. Lamp, Salt—Ngau Kin	.. 20
.. Feet—Ngau Kerk	each 7
.. Kidneys—Ngau Yiu	.. 10
.. Tail—Ngau Mel	.. 17
.. Liver—Ngau Con	.. 12
.. Tripe (undressed)—Ngau To	.. 7
.. Calves Head & Feet—Ngau-chai-tau-kak, set	£1.00
.. Mutton Chop—Young Pal Kwat	.. 12
.. Leg—Young Pal Kwat	.. 24
.. Shoulder—Young Shan	.. 20
.. Pigs' Chittings—Chi chong	.. 24
.. Brains—Chi Know	per set .. 12
.. Feet—Chi Kerk	.. 12
.. Fry—Chi Chak	.. 12
.. Head—Chi Tau	.. 12
.. Heart—Chi Sam	each 9
.. Kidneys—Chi Yiu	.. 8
.. Liver—Chi Con	.. 12
.. Pork Chop—Chi Pal Kwat	.. 21
.. Corned—Ham Chu Yuk	.. 22
.. Leg—Chu Pal	.. 22
.. Fat or Lard—Chu Yau	.. 16
.. Sheep's Head and Feet—Young Tau Kerk set	60
.. Heart—Young Sam	each 6
.. Kidneys—Young Yiu	.. 10
.. Liver—Young Con	.. 12
.. Sucking Pigs, To Order—Chu Chai	.. 16
.. Suet, Boar—Sang Ngau Yau	.. 24
.. Mutton—Sang Young Yau	.. 24
.. Veal—Ngau Chai Yiu	.. 20
.. Sausages—Ngau Chai Cheong	.. 20

Poultry.

Chicken—Kai Chai	.. 10
.. Capons, Large, Small—Sin Kai	.. 28
.. Ducks—Ai	.. 17
.. Doves—Pan Kau	.. 15
.. Eggs, Hen—Kai Tau	per dozen 18
.. Fowls, Canton—Kai	.. 32
.. .. Hainan—Hoi Nam Kai	.. 27
.. Geese—Ngai	.. 20
.. Goose, Wild—Shai—S'ho Yau Ngai, pair	.. 20
.. Musky Deer—Wong Keng	each ..
.. Hare, Shanghai—Tu Chai	..
.. Partridge—Chu Kau	..
.. Pheasant—Shan Kai	.. pale ..
.. Pigeons, Canton—Pak Kip	each 23
.. .. Hainan—Hoi Nam Pak Kip	.. 24
.. Quail—Um Chai	.. 22
.. Nio Birds—Wo Pa Cheuk	dozen ..
.. Snipe—Sa Chay	each ..
.. Turkeys, Cock—Pao Kai Kung	.. 45
.. .. Hen	.. 35
.. Wild Ducks, Shai—Shanghai Salap	pale ..
.. Teal—Sei Ap Chai	..
.. Wild Ducks Canton—Sang Shap Sal Ap, ea.	..

Fish.

Fish.		母魚	
Barbel,—Ka Yu	...	ib 12	加角鯉
Bream,—Bin Yu	...	14	鯉
Canton Fresh Water Fish,—Hoi Sin Yu	...	14	海鮮魚
Carp,—Li Yu	...	16	鯉
Catfish,—Chik Yu	...	11	鯉赤魚
Codfish,—Man Yu	...	14	鯉
Crabs,—Hal...	...	16	蟹
Cuttle Fish,—Mak Yu	...	12	墨魚
Dab,—Sa Mang Yu	...	13	沙孟魚
Flacc,—Wong Mol Lun	...	10	黃魚
Dog Fish,—Tui Yu Sa	...	8	鮫魚
Eels, Congor,—Hal Mann	...	16	海鯪
Fresh water,—Tam Sin Yu	...	24	淡水黃魚
Eels, Yellow,—Wong Sin	...	22	黃魚
Frogs,—Tien Kai	...	28	田雞
Garoupa,—Sek Pan	...	48	石斑
Gudgeon,—Pak Kip Yu	...	12	石斑
Herrings,—Tao Pak	...	18	曹白
Halibut,—Cheung Kwai Kip	...	24	將軍
Labrus,—Wong Fa Yu	...	17	黃魚
Loach,—Wa Yu	...	20	烏魚
Lobsters,—Lung Ha	...	25	龍蝦
Mackerel,—Chai Yu	...	11	鰵魚
Monk Fish,—Mong Yu	...	24	鰵魚
Mullet,—Chai Yu	...	20	鰵魚
Oysters,—Sang Hoo	...	20	生蠔
Parrotfish,—Kai Kung Yu	...	14	鵝公魚
Perch,—Tui Loo	...	14	頭花
Pike,—Fa Pau Pong	...	8	班魚
Plaice,—Pan Yu	...	18	黑斑
Pomfret, Black,—Hak Cheung	...	20	白明
Pomfret, White,—Pak Cheung	...	24	明
Payne,—Ming Ha	...	48	琵琶石
Ray,—Pai Pa Sa	...	9	石
Peek Fish,—Sok Kau H'ang	...	14	石
Roscoe,—Chiu Y	...	28	盤

